



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of January 28, 2008**  
**2:00 p.m., Greensboro, NC**  
**4th Floor Conference Room**  
**County Administration Building**

**TAC MEMBERS PRESENT**

Robbie Perkins	<i>TAC Chair</i>	Sandra Anderson Groat	<i>Greensboro City Council</i>
T. Dianne Bellamy-Small	<i>Greensboro City Council</i>	Doug Galyon	<i>NCDOT BOT</i>
Kirk Perkins	<i>Guilford County Commissioner</i>		

**ATTENDANCE**

Tyler Meyer	<i>GDOT / TCC Chair</i>	Matt Talbott	<i>GDOT / MPO</i>
Adam Fischer	<i>GDOT Acting Director</i>	Mike Mills	<i>NCDOT</i>
Craig McKinney	<i>GDOT / MPO</i>	Pat Wilson	<i>NCDOT</i>
Peggy Holland	<i>GDOT / MPO</i>	Frances Gallagher	<i>Capital Management &amp; Engineering</i>
Lydia McIntyre	<i>GDOT / MPO</i>	Scott Rhine	<i>PART</i>
Kelly Larkins	<i>GDOT / MPO</i>	Carol Carter	<i>Greensboro Planning</i>
Ron Frazier	<i>Citizen</i>		

Tyler Meyer called the meeting to order at 2:07 p.m.

**Action Items**

**1. Approve Minutes of December 3, 2008**

Kirk Perkins moved for approval of the minutes. T. Dianne Bellamy-Small seconded the motion. The Committee voted unanimously to approve the minutes of the December 3, 2009 meeting.

**2. Reports, Concerns, and Discussion from MPO Area Towns**

None

**3. Citizen Comments**

Ron Frazier, a resident on the western side of the urban loop voiced continuing concern about the noise from the traffic using the loop. Frazier noted the landscaping is too low and will take 10 to 12 years before they mature.

**Planning for the transportation future**

Frazier also acknowledged the switching of traffic back to the original I-40 which runs through the Death Valley interchanges. This is due to the change in signs back from the first destination of the routes names. Frazier asked if there could be a change to redirect the trucks on I-40. Concerns were also raised about lower the speed limit.

Bellamy-Small noted she lives near both US-220 and I-85 in her own neighborhood. She noted that the neighborhood become adjusted to the roadway situation. The primary concern is the situation of a chemical accident occurring along the highway.

Galyon noted that FedEx will use the loop for transport and further noted that a meeting took place in 1996 which was known at the time that it would be a highway.

Kirk Perkins recommended that Frazier could look into putting his house for sale and noted that residents on the future northern and eastern sides of the Urban Loop will face a similar situation.

Galyon noted it is difficult to change the speed limit on a federal highway.

Bellamy-Small, noted that Ron Frazier was heard and changes had been made including the resigning of I-40.

#### **4. Conformity Finding for 2035 LRTP and 2009-2015 MTIP**

Lydia McIntyre noted both the LRTP and the MTIP had been worked on for a while. Both documents had to show a conformity finding which is essential to air quality. This is important because the area is maintenance for 1-hour ozone and non-attainment for PM 2.5 which results in the need to show air quality conformity.

This comparison is based on emissions that are coming from projects and budgets set by Division of Air Quality. The emissions are within the budgets showing the MPO is in conformity.

Robbie Perkins inquired about the MPO being non-attainment for PM 2.5.

McIntyre noted monitors in Guilford County did not show exceedances for PM 2.5, but monitors in Davidson County were exceeding.

Robbie Perkins noted the unfairness of the issue.

McIntyre responded that DAQ had tried to appeal it to the EPA with no success.

Bellamy-Small asked if stricter air quality standards in California would play a role in what happens in this area.

Meyer noted that the new vehicle standards in California would have to be adopted in North Carolina first.

Doug Galyon noted the impact of pollution from Tennessee on western North Carolina and Asheville will be scrutinized more in the future.

T. Dianne Bellamy-Small moved for approval. Kirk Perkins seconded the motion. The Committee voted unanimously to approve the resolution supporting the conformity finding for the 2035 LRTP and 2009-2015 MTIP.

#### **5. Approve 2035 LRTP**

McIntyre noted that the LRTP had been started in August of 2007. This document is required to be updated every four years; the last one completed in 2004. There was some difficulty with the air quality analysis and this created a delay bringing it for approval.

The LRTP has a horizon of 20 years or more and is multimodal. It includes highways, transit, freight, pedestrian, and bicycle. An important aspect to the document is that it is fiscally constrained. There has to be proof that there will be some form of funds to implement the project recommendations. Some of these projects are also included in the MTIP.

The Public Involvement section of the LRTP's Executive Summary gives an overall view of what people think of the transportation system. For example, citizens are very supportive of public transportation including light rail. They also support some highway projects.

Kirk Perkins moved for approval. T. Dianne Bellamy-Small seconded the motion. The Committee voted unanimously to approve the resolution of approving the 2035 LRTP.

## **6. Approve Congestion Management Plan**

McIntyre noted that this is the MPO's second time updating this plan. The first one took place during the last LRTP in 2004. The CMP is required for any MPO's that have a population greater than 50,000 as identified by the Census.

This document acts as a precursor to the LRTP identifying congestion and congested areas. The MPO worked with Martin Alexiou Bryson to get this completed. Previously the Plan only focused on system level roads, but for this one it was expanded to include some corridors such as Market Street and Wendover Avenue. Congestion along the corridors was identified and recommendations were given to alleviate it. Some revisions had to be made after it was originally completed in April 2008. The federal government requested performance measures be included.

Starting soon for the next update, data will be collected for the performance measure section. The next Plan will be due in four years.

T. Dianne Bellamy-Small moved for approval. Kirk Perkins seconded the motion. The Committee voted unanimously to approve the resolution supporting the Congestion Management Plan.

## **7. Approve Comprehensive Transportation Plan**

McIntyre noted that the Comprehensive Transportation Plan (CTP) is required by the NCDOT. This replaces the Thoroughfare Plan that used to be required but only focused on roadways. The CTP is multimodal.

The map elements include highways, public transportation and rail, bicycle, and pedestrian. The CTP identifies needs and recommends future improvements. Both the LRTP and the CTP are similar, but the CTP will show more projects because it is not fiscally constrained.

T. Dianne Bellamy-Small moved for approval. Kirk Perkins seconded the motion. The Committee voted unanimously to approve the Comprehensive Transportation Plan.

## **8. Approve CMAQ Fast Tracking: GTA Evening Service**

In 2007 congress passed the Federal Energy Independence and Security Act of 2007. This allows in 2009 for CMAQ projects to become 100% federally funded. In December, the TAC voted to allow CMAQ funding for expanded GTA service in the evenings. The MPO is now requesting approval to submit the project to be fast tracked for CMAQ funding, which allow 100% federal funding for 2009.

Kirk Perkins moved for approval. T. Dianne Bellamy-Small seconded the motion. The Committee voted unanimously to approve the CMAQ Fast Tracking for a GTA Evening Service.

## **9. Endorse Solar Center Statewide CMAQ Application**

Meyer introduced that the next request comes from the North Carolina Solar Center with regards to CMAQ funding. A few years back they had applied for their own CMAQ funding and the money was distributed across the state. A previous example included the City of Greensboro installing an emission control device on some garbage trucks and a private company with a bio-diesel facility near the tank farm.

The Center requests endorsement from the MPO by resolution for their request of additional CMAQ funds. The funds will be distributed by the Center throughout the state to eligible projects.

T. Dianne Bellamy-Small moved for approval. Kirk Perkins seconded the motion. The Committee voted unanimously to Endorse Solar Center Statewide CMAQ Application.

### **Business Items / Potential Action Items**

#### **1. Transportation Infrastructure & Economic Stimulus Proposals**

Meyer noted that both NCDOT and the city have designated candidate stimulus projects. Preliminary information is being collected in the case that a stimulus package is approved.

The list the MPO has submitted to NCDOT fit with certain criteria. North Carolina is expected to receive \$900 million of the stimulus.

Robbie Perkins inquired how soon the city would they hear back from NCDOT.

Meyer noted that it could be within a month.

Adam Fischer added that the department tried to get as many projects they could on there.

#### **2. Draft 2009-2010 Unified Planning Work Program**

The Unified Planning Work Program comes up every year identifying what planning funds are expected to be received and planning work tasks expected for the upcoming fiscal year. Currently the MPO is in drafting stage of this document and later will bring a version for the committee to look at in February. The adoption will need to occur in March.

The general priorities include feasibility studies, airport roadway network studies, and a Sandy Ridge Road study. Projects are being coordinated with the DOT, the MPO is working with GTA for transit related projects, and there will be significant changes to the model in the form of an external station survey looking at traffic coming into the region from major roadways.

#### **3. Legislative Update**

Meyer introduced the 21<sup>st</sup> Century Report, released in December 2008, as a culmination from a two year process of dialogues that occurred throughout the state. It is wide ranging in its recommendations.

The Report itself was divided into three sections; funding, recommendations, and documentation. The findings laid out the background. One of which is the fact that North Carolina possess the second largest roadway network in the country which made the responsibility for system a large one.

With the revenue recommendations, they looked at where the shortfalls were occurring and recommended specific fixes. One recommendation was to stop transfer from the Highway Trust Fund to the General Fund and another was increasing the Highway Use Tax and increasing vehicle registration fees.

Recommendations were also offered for reducing the states responsibility by allowing local option taxes and pursuing earmarks for major projects in the state.

#### **4. Air Quality Update**

McIntyre explained that the 8-hour standard had been updated. A few years ago the Triad had been involved with the Early Action Compact which allowed areas to implement strategies early before being designated. The Triad met all requirements for the EAC for the old 8-hour standard and considered to be in attainment.

Since then there has been a revision in March 2008 decreasing the standard from .08 ppm to .075 ppm which is a stricter standard. For the revised standard there has been no comment from EPA for an Early Action Compact. Currently the North Carolina Division of Air Quality has been holding public meetings. At the most recent meeting in Winston Salem, the division briefed attendees on the new revised standard and the

areas that would be in non-attainment but the final designations from EPA will come in July 2010. McIntyre noted the 1-hour standard will go away for the Triad in April of 2009.

## **5. Transportation Project Updates**

Craig McKinney gave an update on R-2309AB which runs through Summerfield and Greensboro. NCDOT has started right-of-way acquisition. He received a copy of the construction plans and noted that all the revisions requested at the field inspection have not been added to the plan, but that right-of-way changes were made especially in Summerfield.

On January 27<sup>th</sup> there was a successful public meeting held at Northeast Guilford High School regarding U-2525B/C design revisions. The main purposes was to give the public the opportunity to see the project and changes that have taken place from US 70 to west of Lake Jeanette Road. These include changes to the interchange designs at Huffine Mill Road, US-29 and North Elm Street.

Overall at least 150 came to the meeting. The attitudes were mostly positive with a few citizens surprised. NCDOT did a good job putting the meeting together.

T. Dianne Bellamy-Small expressed interest in making the information and maps more accessible through Channel 13 and online.

Craig McKinney noted that WFMY will be doing a story on the project. It will be emphasized that this is going to be a highway to help ensure that citizens will understand that the loop is not a boulevard.

## **6. MPO Strategic Topics**

Meyer noted future MPO meetings are updated now on the schedule.

Every four years the MPO goes through a certification review with the FHWA. The review will be coming up in the coming months.

Meyer also noted that an airport study was under way which will be getting input from different staff agencies with findings due in the next few months.

## **Other Items**

### **1. Board Member Report**

Doug Galyon discusses changes at NCDOT. Governor asked if the board members would stay on until new members have transitioned in.

Galyon acknowledged that the 21<sup>st</sup> Century Committee did not address the issue. This issue is the use of fossil fuels is where revenue comes from. Over the last 25 years, automobiles have improved on gas mileage and this has caused the revenues to flatten out. The problem is that the state has not come up with a solution idea.

Galyon also noted that once the 2010 Census is complete, the results could shift the focus to the 25 most developed counties in the piedmont region.

### **2. Regional Transportation News**

T. Dianne Bellamy-Small discussed the role of PART and transit in the area. She also noted that everyone can use transportation not just those living in poverty. There are too many cars downtown and some people could park and ride into to downtown.

Scott Rhine noted a decline in ridership occurred in November and December at PART.

### **3. Wrap-Up**

Meyer adjourned meeting at 3:32pm.